



Blue Hill Ave Transportation Action Plan: Design Metrics to be Compared Across Alternative Design Scenarios

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About Design Metrics

Where do metrics come from?

- Best practices (design professionals)
- Feedback from this engagement process, including community meetings, drop-ins and other events, and bus operator interviews

About Metrics

- Metrics can be utilized to compare design scenarios at each stage of the design process.
- We have three categories of metrics:
 - [1. Quantitative metrics that can be added up along the corridor to be compared across alternative design scenarios](#)
 - [2. Before and after comparisons at specific locations](#)
 - [3. Qualitative metrics analyzed at the corridor level across alternative design scenarios](#)

Please Note: We will not be ready to look at travel time by mode until later in the process.

What We've Heard

We have received the following questions from the community, which has informed the design metrics, and will be taken into consideration as design options are evaluated:

- Will the project improve pedestrian access and safety along the corridor?
- Will parking spaces be preserved?
- Will parking and traffic enforcement in the project area be evaluated?
- Will bus ridership data be examined and reviewed throughout the design process?
- Will the demand for and impact of bike lanes be examined?
- Will the project create new spaces and develop green infrastructure in the corridor?
- Will the design connect into both existing and planned broader Boston transportation networks?

Blue Hill Ave Design Metrics

Category 1: Quantitative Metrics to be Compared Across Design Scenarios

- **Bus stop locations and bus ridership**
 - Existing boarding data by stop
 - Existing passenger load data by stop
 - *Note: We are unable to provide projections to ridership impacts.
- **Pedestrian access/safety**
 - Number of curb ramps that are ADA compliant
- **Parking spaces**
 - Number of on-street parking spaces available, and the type of regulation that applies to each (e.g. unregulated, 2-hour, loading zone, etc.)
- **Street trees**
 - Number of trees present along the sidewalk or in the medians
- **Bike Lanes, by:**
 - Length
 - Type (painted v. separated)
 - Number of breaks in bike lanes (i.e. indication of discontinuity)
- **New “people spaces” available for plazas, landscaping, etc.**
 - Potential for change in the square footage of people-only space

Category 2: Before and After Comparisons at Specific Locations

- **Pedestrian access/safety**
 - Crossing distances
- **The number and type of general traffic lanes at each major intersection**
 - General traffic lanes, for example, left turn lanes, through-traffic lanes, and shared through/turn lanes
 - Dedicated bus lanes in potential future design options
- **Municipal parking lots**
 - Display number of parking spaces and the applicable parking regulation(s)

Category 3: Qualitative Metrics Analyzed at the Corridor Level

- **Pedestrian access/safety**
 - Overall level of pedestrian comfort/safety rating
- **Bike access/safety**
 - Overall level of bike rider comfort/safety rating
- **Parking & Traffic Enforcement resources required**
 - Outline of what enforcement resources will be necessary, including enforcement body, time spent on the corridor, corridor coverage, etc.